

THE SAILOR'S MAGAZINE.

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TWENTY-THIRD ANNUAL REPORT.

OF THE

AMERICAN SEAMEN'S FRIEND SOCIETY.

The ocean has become the arena of an exciting contest for the supremacy of the seas. Within the year ending the 30th of June last, 18,195 vessels with a tonnage of 4,361,000 cleared from the United States for foreign countries. These vessels and tonnage belonged to thirty-five different nations; and full seven-eights of the whole were under the British and American flags. So nearly equally divided is the maritime commerce of these two nations, as to awaken the liveliest competition. Which shall most skillfully apply science to art in the construction of ships? Which shall span the ocean quickest, and with the largest profits? Which shall be the greatest on the sea? These are the questions which have recently called forth a challenge of skill between the Liverpool and New York ship builders and navigators; which are producing such a din in the ship yards, and such excitement in the mercantile houses on both sides of the Atlantic. How this contest will terminate, we confess little interest, compared with what we feel in the results of a higher conflict on the same field. It is a struggle between darkness and light; between the power of vicious habits, and the strength of virtuous principles; between the spirit that worketh in the children of disobedience, and the Spirit that transforms men into the image of the Most High. While we cherish all that is commendable in national pride, and nautical progress, we glory in an enterprise which so far overlooks nationality as to embrace mankind in a common brotherhood; which enlists the good of every nation in gaining a supremacy most intimately connected with the conversion of the world to God.

The sure word of prophesy makes such a conversion a glorious reality, and distinctly teaches that the conversion of the abundance of the sea shall greatly contribute to this result. Besides a concurrent Providence, which has put two thirds of the world's commerce into the hands of the English race, significantly points to the same issue—making a people distinguished for their intelligence, enterprise, equitable laws, liberal institutions and a pure Christianity, responsible for the mighty influence of its maritime power on the nations. Moreover, as in the dawn of creation, the spirit moved on the face of the waters, bringing order out of confusion, causing the morning stars to sing, and the sons of God to shout for joy; so in the dayspring of a new creation, the

Holy Spirit is making such changes in the sea, as to give joy to the angels in Heaven. Such the supremacy desired; such is the conflict to gain it, and such the results contemplated. No matter in relation to this conflict, whether England or America has the swiftest ships or the shrewdest skill, so that both fly swift in the use of those means which shall sanctify commerce and render it instrumental in casting up the highway on which the Lord's redeemed shall return and come to Zion.

In presenting their Twenty-Third Annual Report, the Directors of the American Seamen's Friend Society, congratulate all its members and friends in view of the past and prospective results of this sublime work. At home and abroad God has given the increase.

FOREIGN OPERATIONS.

CHINA.

CANTON.—REV. EDWARD H. HARLOW, *Chaplain.*

The Floating Bethel at Whampoa, the anchorage of Canton, has been completed, and was dedicated to the public worship of God on the 19th of March, last year. It contains a Chapel with seats for three hundred persons; a Reading Room, with a Library of three hundred volumes, besides rooms for the residence of the Chaplains. It is a neat and attractive structure; the product of the united and noble generosity of merchants, shipmasters, officers, sailors, and friends resident and visiting Canton. The fruits of an expenditure of upward of six thousand dollars on such a work already appear; not only in the improvement of seamen who enjoy the regular ministrations of the Gospel, but in the inquiries awakened in Chinese minds. They now know that the "outside barbarians" have a God, and worship Him in spirit and in truth. So different is this from what they have been accustomed to witness among the profane and drunken seamen, that it may work in many of their minds a revolution in favor of Christianity.

The Rev. Mr. Harlow sailed for this station in the ship *Horatio*, Capt. Crocker, on the 7th of Nov. last, to take the place of the Rev. George Loomis as Seamen's Chaplain. Mr. Loomis returns to this country to enter another field of labor, with the grateful acknowledgements of seamen and the friends of seamen for the important work he has accomplished in China.

SHANGHAI.—REV. E. C. BRIDGMAN, D. D. *Miss.* of A. B. C. F. M.

Under date of July 11, 1850, Dr. Bridgman thus writes one of the Secretaries:—"You know that the Bethel Flag sent out by your Society for this port, has been hoisted here on five successive Sabbaths—first on board the "Horatio," Captain Crocker; then on board the "Nebraska," Captain Toone; and then on board the "Helena," Captain Land. The number of sail entering the port last year was one hundred and twenty seven. The shipping has increased with great rapidity, and it will probably continue to do so."

Should this be the case, the American Seamen's Friend Society may have occasion to do a work here similar to that accomplished at Canton. In the mean time reliance is placed on the Rev. Dr. Bridgman, as on Rev. Mr. Coan at Hilo, S. I. and other missionaries elsewhere, to do what he can for the Seamen.

SANDWICH ISLANDS.

HONOLULU.—REV. SAMUEL C. DAMON, *Chaplain.*

A new era has dawned on these Islands within the past year. Christian missions prepared the way for it, and the opening of the gold mines in California was the immediate cause. A law has been passed by which foreigners can hold land in fee simple without taking the "oath of allegiance" to the native government. The white population from the United States, and from the British Colonies of New Zealand, New South Wales, and Van Dieman's Land has within a few months nearly doubled. The value of agricultural land and products, has increased at least an hundred per cent. Where fifteen years ago *men* were employed to draw the plough, and the soil yielded nothing for export, now horses and oxen bear the yoke, and draw the plough, and the sugar, coffee, and vegetables exported amount to between one and two hundred thousand dollars a year. Commodious wooden and stone dwellings are taking the places of the grass huts. Within the last year three hundred framed houses were erected in Honolulu, and the immediate vicinity.

In producing these surprising changes, it is proper to say that seamen and the seamen's chaplaincies, established, have borne fully their proportional part. As sea-faring men prepared the way for the introduction of the Gospel into those Islands thirty one years ago, so by settling there in considerable numbers, and becoming merchants, mechanics and farmers, and more than all, whether residents or visitors, by shedding around them the light of a holy example, they have greatly contributed to the promotion and perpetuity of social prosperity.

The Seamen's Chapel continues to be well attended on the Sabbath; and says the Chaplain, when asked what encouragement he finds in his work, "I am encouraged to labor among seamen because I have recently met those whose home is upon the deep, who appear to have become true Christains. One day last week I had conversation with four shipmasters, all of whom profess to be followers of Christ, and some of whom I am confident witness a good profession before the world. These four belong to four different nations, one a German, one a Russian, one an Englishman, and the fourth an American. This shows, 'that God is no respecter of persons; but in every nation he that feareth him and worketh righteousness is accepted of him.' It is surely encouraging thus to witness the course of the Gospel, diffusing itself among the nations of the four quarters of the globe who have chosen the sea for their home.

"When we consider the truly *Catholic* nature of those efforts which are put forth for the welfare of seamen, it is quite reasonable to expect conversions among all the various classes and nations to which they belong. I am supplied by the Bible Society with copies of the Sacred Scriptures in at least *ten* different languages. It is not unreasonable to pray and hope that seamen, speaking and reading these ten different languages may become true converts to the truth as it is in Jesus." Mr. Damon and wife having occupied faithfully their post at Honolulu about nine years, are now, with the full approbation of the Board, on a visit to their friends in the United States. They are most cordially welcomed, while many thanks are tendered those, who, with a generous hand, have enabled them to return without expense to the Society.

LAHAINA.—REV. TOWNSEND E. TAYLOR, *Chaplain.*

As at Honolulu, if the number of whale ships has somewhat diminished, the number of merchant vessels has so increased as to keep good the number of seamen annually in this port. The government of the United States has shown its estimate of its commercial importance, by establishing a Consulate here within the last year; thus adding strength to the chain which has

bound the Sandwich Islanders and the Americans in friendly intercourse more than half a century.* The Chaplain's journal shows the tact and energy with which he is prosecuting his work; while the *living epistles* which return home to declare what the Lord has done for their souls are sufficient commendation of his ministry and demonstration of its efficacy. After having been at this station over two years, Mr. Taylor thus speaks of its importance;—"I think that every year will increase the desirableness of having the Gospel preached here in English, and of having some one located here with his hands filled with books and tracts, and his heart burning with love for the salvation of men." Certain it is that in addition to his labors among seamen, much can be done for the transient visitors from the coast. I look upon Lahaina as a more important station than when I came here in 1848, and feel like holding on scattering the seed in the morning, and at evening withholding not my hand!"

PACIFIC COAST.—CHILI.

VALPARAISO.—REV. DAVID TRUMBULL, *Chaplain*,

The California trade has increased the number of vessels visiting this port at least six-fold within the past year. The whole number of merchant vessels was 1,465, with a tonnage of 412,240, and belonging to twenty nine different nations. Considerably more than half, both of the vessels and tonnage, were British and American. Allowing an average of ten men to a vessel, the whole number is over 14,000, besides those connected with ships of war and steamers. Three vessels of war were in port at the last dates, on board one of which, the "St Mary's," Captain Magruder, Mr. Trumbull preached to a deeply interested audience. At sea the Captain himself conducts worship on board. He finds the absence of corporal punishment works well.

In such a field as Valparaiso, preaching the Gospel to seamen, visiting the sick in the hospital, distributing among them the Scriptures and other religious reading, and publishing a weekly paper, besides representing the American Christian Union, which takes a joint part in sustaining him there, the Chaplain's powers, physical and mental, are all called into exercise. He is cheered however with the evidences of God's blessing on his labors and the cooperation of pious seamen. He speaks particularly of a mate sailing out of that port who had lately scattered about sixty dollars worth of Scriptures of various languages along that coast.

NEW GRENADA.

PANAMA.—

This place has recently assumed an importance before unknown. It is the Great Atlantic and Pacific gateway, through which the world is rushing, some to riches, and more to ruin. The government has showed of late a liberal spirit in enacting laws for religious toleration; so that Protestant and Roman Catholic Churches may stand side by side, and their respective ministers show which can best preach and illustrate, in a holy life, the truths of the Gospel. The number of persons resident in Panama who are accustomed to Protestant modes

*The gross Domestic Exports from the Islands in 1849, were valued at \$103,743.74. In 1850, \$380,323.63. Increase more than three fold. Gross value of Imports in 1849, \$729,730.44. In 1850, \$1,053,053.70. Increase nearly two fold. Number of vessels that visited the Islands in 1849: Merchant vessels, 180. Whalers, 274. Vessels of war, 13. Total, 467. In 1850. Merchant vessels, 469. Whalers, 237. Vessels of war, 14. Total, 720. Value of supplies furnished these vessels in 1849, \$81,340.00. In 1850, \$140,000.00. Both the number of vessels and value of supplies nearly doubled in a year.

of worship is now 1000 to 2000 and constantly increasing. They have no preaching except what they have incidentally caught from the passing ministers of the Gospel. They are now deeply anxious on this subject—the American Consul leading the way in having public worship as often as practicable in his own house. The Seamen too must not be overlooked. Within 1850, 136 American vessels, 72 British, and 180 of other nations were entered in this port—total 408; having respectively the following tonnage, 65,835; 33,500; 35,000—total 134,335. About 20 vessels were here and 30 at Tobago, an Island in the bay on the 15th of April last. Arrangements are in progress for sending a suitable man here to divide his labors between the sea and shore,

CALIFORNIA.

SAN FRANCISCO.—

This important port, where on the 31st of May 1850 there were 623 sail vessels and 12 steamers, and whence an influence might be exerted on all the ports of the Pacific by an efficient Chaplaincy, has neither been overlooked nor underestimated. The reasons for not placing a chaplain there before this, are the unsettled state of things, and the great expense of sustaining one. As soon as practicable it will be done.

WEST INDIES.

ST. THOMAS.—REV. THOMAS H. NEWTON, *Chaplain.*

This Chaplaincy continues to share the cordial approbation of the people, the press, and the government of this Danish Island. More than all, it has the blessing of Him who does not suffer his word to return void. The faithful chaplain speaks of his work as one of great faith; yet one of encouragement and unmeasured good. His last report is rich in incidents of success.

HAVANA, CUBA.—REV. HENRY M. PARSONS, *Chaplain.*

This field has lost none of its importance either in its extent or fruitfulness. The number of American vessels arrived at this port, the first six months of 1850, was 406; in the last six months, 203;—with an aggregate tonnage of 276,532, and twelve thousand and eight men. The number arrived the first two months of the present year was 134. The chaplain finds no difficulty in gaining ready access to the minds and hearts of the men on board. Under date of Havana, March 10th, he writes, “Last Sabbath I preached on board the “Eliza Maria,” and requested the assembly to remain after the benediction was pronounced. I told them the objects of the Seamen’s Friend Society in sending a Chaplain to Havana, and asked an expression of their wishes in respect to the permanent establishment of a Chaplaincy. The response was immediate, and so cordial in its favor, that every friend of the sailor who could have heard it would be willing to double his contribution to your funds if this was called for. Nearly fifty American vessels were in port, and they were well represented in our large congregation.”

Yet there are obstacles and annoyances created by the Spanish, which, if persisted in, may lead to the abandonment of this field.

How far such annoyances should influence the action of a Society, whose only flag always bears the dove with her olive branch, and whose sole object is the social and spiritual improvement of seamen, is a matter for grave consideration. The seamen, however, are demanding to know why they may not en-

joy unrestricted in a Roman Catholic port, such religious privileges as the Roman Catholics not only enjoy in Protestant ports, but have protected to them by law.

BRAZIL.

RIO DE JANEIRO.—REV. ELI CORWIN, *Chaplain.*

It will be remembered that a Chaplain, the Rev. J. M. Pease, sailed for this station in December 1849; that he met the yellow fever which reigned for the first time and with great mortality in this city; that after suffering from exposure, sickness, and the death of one of the members of his family, on the advice of the best friends of his mission, he was constrained to return. Mr. Corwin, under more favorable auspices, expects shortly to sail with the view of occupying permanently that important place. In consequence of the fever, its commerce was somewhat paralyzed during the first half of the last year; yet the number of arrivals of foreign vessels within the year was 1022, with a tonnage of 264,616; and coast-wise arrivals, including 273 steamers, 2071, with a tonnage 199,917, making total arrivals, 3093, and tonnage, 464,533. Three hundred and thirteen of these vessels were under the American flag. The Brazilian government has recently adopted stringent and efficacious measures to abolish the slave trade on that coast. Various causes combine to facilitate the labors of a Chaplain, and to render the fruits thereof abundantly compensative.

FRANCE.

HAVRE.—REV. E. E. ADAMS, *Chaplain.*

The temporal and spiritual aspects of this Chaplaincy every year become more encouraging. Says the Chaplain in recent communications—"There has not been a month during my stay in this Port more full of interest, both pleasing and solemn, than the month just closed. I have many times every week religious conversation with sailors. Many have been in the Hospital, some with amputated fingers, some with small pox, some with fevers, some frozen hands and feet, some to recover, some to die.

I am quite sure the Bible is winning its way among men, not merely in the multiplicity of bound volumes, but in its true spiritual power. Another favorable index is the increase of donations to our church. We have not asked for a farthing save our collections during the year, and yet there has been a surprising willingness in all quarters to send us money."

In the mean time there have been pleasing instances of the transforming power of the Holy Spirit.

BORDEAUX.—REV. J. L. SCHIEP, MORAVIAN *Chaplain.*

To seamen, continues his labors in this port. Comparatively a small amount of money is expended here; yet that little seems indispensable towards sustaining this faithful servant in his work of Bible and Tract distribution and preaching the Gospel. He speaks of the grateful reception of the truth, and of the evidence that the Holy Spirit is rendering it efficacious to the salvation of some.

SWEDEN.

GOTTENBURG.—REV. F. O. NELSON,
STOCKHOLM.—A. M. LJUNGBERG,
GÖTTLAND.—JOHN LINDALIUS. } *Missionaries.*

The last has been a year of severe trial to F. O. Nelson. He has been imprisoned in a filthy, fireless dungeon, where he says, "I was literally compelled to run backward and forward on the stone floor the whole night to keep myself from freezing." He has been tried and condemned to banishment from his country by the highest court of Sweden.

The King has confirmed the sentence, and an officer of the law has escort-
ed him out of the land.

And what has F. O. Nelson done? On ship-board, and on shore, he has exhorted his fellow men, when favourable occasions offered, to be reconciled to God. He has in a quiet way assembled seamen and others for reading and expounding the Scriptures; for fellowship, the breaking of bread and prayer. He has sought simply religious liberty—the privilege with others of worshiping God according to the dictates of the Bible and conscience, in an orderly and decent manner, without disturbing the worship of others. This, and this alone, was his *crime*. Though at intervals obstructed in his labours, he has continued to toil on; till just on the eve of his banishment, the 15th of March last, he writes;—"I am happy that I have been allowed to labor in my humble way in Sweden more than eleven years. Glory be to God! Souls have been converted through such an unpolished shaft, and not a few of those are already in heaven. I shall now commence at Copenhagen as soon as I am driven from Sweden. And it shall be my greatest joy to serve a Society so eminently Christian and above party feeling as the American Seamen Friend Society. I will therefore, with the help of God, endeavour to give myself more fully to the work of Christ among seamen wherever I come." This faithful and successful missionary will be sustained. During the time he has been in the employ of this Society he has distributed millions of pages of Tracts, more than ten thousand copies of the Bible, and directed scores of his fellow-men to Christ.

"As the rain cometh down and the snow from heaven" to accomplish their beneficent purpose, so with the word of God communicated by the sailor-missionary Ljungberg, in Stockholm. 'Tis pleasant to follow him from ship to ship, and along the wharves, to hear his earnest remonstrance, his pathetic appeal, his word of encouragement, and witness so many evidences that his labors are not in vain in the Lord.

So with his fellow-labourer, among the 40,000 sea-faring inhabitants of the

ISLAND OF GOTTLAND.—LINDALIUS,

furnishes another illustration of the good which a sailor, clothed with humility and filled with love to God and man can accomplish.

DOMESTIC OPERATIONS.

Numerous local and auxiliary Societies are scattered along our sea-coast, with which the American Seamen's Friend Society is more or less connected, and some of which it essentially aids. For the sake of general information and convenient reference such of their statistics as are at hand are embodied as usual in the Annual Report.

PORTLAND.—REV. JAMES R. FRENCH, *Chaplain.*

During such a portion of the past year as the Chaplain has been able to minister in the Bethel Church the services have been attended by unusual num-

bers and interest. A closer affinity has been effected between the "Maine Seamen's Union" and the American Society. In every aspect the cause of seamen is more hopeful in this sea-going, ship-building State than ever before.

BOSTON.—REV. E. T. TAYLOR, REV. G. W. BOURNE, REV. P. SPOW, REV. J. P. ROBINSON, *Chaplains*: CAPT. T. V. SULLIVAN, *Missionary*.

Each of these brethren speaks in the language of encouragement in respect to his own field of labor; and especially those longest in the work who can contrast the present sobriety, provident habits, and undoubted piety of many seamen with the drunken revelry, and ungodly conduct of the mass a few years ago. The "Sailors Home," superintended by Mr. J. O. Chany, and the "Mariner's Home" in charge of Mr. William Brodhead, continue to be not only useful but indispensable in the work of protecting and elevating seamen. So also with other good temperance boarding-houses engaged in the same work. The Rev. William Bushnell continues to be the faithful and successful Secretary of the American Seamen's Friend Society for the State of Massachusetts out of Boston.

NEW BEDFORD.—REV. MOSES HOWE, *Chaplain*.

There is no port in France of such a tonnage, and only four in England, viz. London, Liverpool, Newcastle and Sunderland, that exceed the tonnage of New Bedford. Her registered tonnage in 1850 was 119,000, and in 1851 it is estimated at 137,000, making her the third in the United States. The number of her whaleships is 256, employing with an average of 25 to a ship, 6400 men. Being the largest whaling port in the world, and having derived most of her wealth from the toils of seamen, it is reasonable to expect from her correspondingly large donations to aid in their social and moral improvement.

NEW YORK.—REV. HENRY CHASE, REV. J. R. STEWARD, REV. B. C. C. PARKER, REV. D. V. M. JOHNSON, REV. JAMES H. PERRY, REV. O. G. HEDSTROM, *Chaplains*.

The ministrations of the Gospel in their respective Bethels, together with the distribution of Bibles, Books and Tracts on shipboard and on shore, are manifestly accomplishing their appropriate results. Seamen are reached by these means and rescued from the power of the destroyer. Fundamental in this work are the temperance boarding-houses, and prominent among them is the Sailor's Home. This Institution for the last year has been under the superintendence of Capt. Matthew Sayre. The number of boarders within the year ending May 1, 1851, was 2525, and the number in nine years since the House was opened 30,500.

The House continues to be distinguished for its quiet and good order, and a manifest good influence on its inmates. The attendance on family worship, morning and evening, as well as the Saturday evening prayer meeting, has been good; and sometimes the large Reading Room has been quite full.

The number of wrecked and otherwise destitute seamen, inmates of the Home the past year, has been 105, who have received aid in board and clothing to the amount of \$653,56. A far larger number who would otherwise have been destitute, have been put in the way of helping themselves; and a still greater number protected from the temptations to drink, have adopted temperance principles and habits. Consequently, the money and morals once squandered are now saved. For 82 of them the Superintendent at their request deposited in the Saving's Bank \$5,247; while many others have deposited for themselves. One of the crew of the "Brandywine" deposited \$260 of the \$290 he had received for his cruise; he has since made a voyage in a

merchant vessel and has added to his deposite. Another of the same crew, after having been robbed of most of his money, and literally of his shirt came to the Home for protection. Vexed with himself and his insatiable hunters, and thinking the world pledged against him, he indiscriminately and violently cursed every body. On finding himself among true friends, he became a temperate, respectful, and very grateful man. He has gone to sea, leaving, after paying for his board, \$40 in the Saving's Bank, and his Daguerreotype likeness with the matron who had given him a Bible.

Another—some half a hundred of the same crew came to the Home and almost without exception conducted with great propriety—was enticed away and induced to drink. In a day or two he returned with his eye-brow at half-mast, saying he had “run foul of a lamp-post because it was put in the wrong place.” He was cared for till he could safely be sent to his friends in Massachusetts, carrying with him \$291. The other day he returned on his way to Washington on business, and the Superintendent meeting him in the Reading Room and marking his manly appearance, said to him, “I'm glad to see you: its worth a thousand dollars to me to see you in such trim.” “Yes,” he replied, “and what you have said and done for me is worth more than a thousand dollars.”

But the richest rewards of the toils and trials of faith and patience in this House of Protection, are the fruits of the Spirit, some of which are subjoined in another part of this Report.

PHILADELPHIA.—REV. O. DOUGLASS, REV. R. S. TRAPIER, REV. J. HUMPHRIES, *Chaplains.*

The Seventh and Eighteenth Annual Reports of the Pennsylvania and Female Seaman's Friend Societies presented at their united meeting in the Musical Fund Hall, Philadelphia, April 29, exhibit gratifying evidence of continued interest in the cause. The Sailor's Home under the superintendence of Mr. and Mrs. Waples has had 955 boarders within the past year, 83 of whom have signed the temperance pledge, and numbers of them have been savingly benefitted. At one time when there were 43 boarders, there was not an intemperate man among them. The Mariner's Church in Water street has been refitted and made an attractive place of worship. The various other appliances of good are used with happy effects. The Rev. E. H. May, Philadelphia, represents the Pennsylvania Society as its Corresponding Secretary, and at the same time presents the claims of the American Society.

BALTIMORE.—REV. E. E. ALLEN, *Chaplain.*

The last Annual Report of the Baltimore Bethel Society exhibits a most gratifying state of religious interest among the seamen and their families attending the Bethel Church. Here, as elsewhere, it has been demonstrated that no field, from a given amount of seed sown, yields a larger harvest than the sea.

CHARLESTON.—REV. WM. B. YATES, *Chaplain.*

In a recent letter the Chaplain says,—“ You will rejoice to learn that the seamen's cause in Charleston has received a new impetus. Our Society has obtained the services of the Rev. F. R. Goulding as a general Agent for our State, and have in contemplation the formation of a Southern Seamen's Friend Society. Mr. G. has entered upon his labours, and is succeeding admirably:—his first object is to raise means to pay the debt on the Sailor's Home which is doing great good. Our Bethel is in a very prosperous condition.

SAVANNAH.—REV. THOMAS HUTCHINGS, *Chaplain.*

From the last Annual Report of the Port Society, we learn that 56 persons are connected with the Marine Church; that 90 new names were added to the total abstinence pledge within the last year, and that the cause of seamen in that port is generally prosperous.

MOBILE.—REV. A. McGlashan, *Chaplain.*

The Mobile Bethel Society is now making a generous effort to cancel the debt on their Sailor's Home, as also to pay the expenses of repairing and sustaining their Bethel Church. Under the judicious management of Mr. Lewis Lawson, the Home is accomplishing great good.

NEW ORLEANS.—REV. C. W. WHITALL, REV. MR. HEISTAND,
Chaplains.

The 24th day of last March opened a new era on the condition and prospects of seamen visiting this port. Hitherto they have been obliged to remain on board their ships, or submit to degradation and almost certain ruin by going to liquor selling boarding-houses. Once there, they were either kept away from the means of moral and religious improvement, or so steeped in liquor as to neutralize all the efforts made to reclaim and save them.

On the above day was opened the new "Sailor's Home," on the corner of Suzette and New Levee streets. Its location is pleasant, commanding a fine view of the river with its shipping, the U. S. Marine Hospital and the plantations on the opposite banks, and is within in a quiet, respectable, and easily accessible part of the city. An old mariner, Captain Samuel J. Duncan, and a true friend of seamen, is the Superintendent.

The establishment was commenced in August last. It was built by subscription, under the active management of Mr. James J. Day, who designed the plans and superintended the construction of the edifice. The subscribers are among the first merchants and best citizens. The lot cost \$8,000; the buildings and furnishing \$15,000, and everything is paid for with a small exception. It is contemplated to erect the front building as soon as the sum of \$11,000 can be raised. This it is hoped, will be effected during the summer and fall.

The price of board and lodging per day is fixed at the very low amount of fifty cents.

Thus are the friends of seamen in New Orleans doing them an unspeakable good, and at the same time erecting a noble monument of their own philanthropy and generosity.

INLAND SAILORS.

There are four Institutions which are labouring for the benefit of those who traverse the Rivers, Lakes and Canals of the United States: the "Western Boatmen's Union," St. Louis, Mo., Rev. Charles J. Jones, Secretary, the "Philadelphia Sabbath Association," which employs 6 Missionaries on the Canals of Pa., Rev. J. Miller Agent; the "Western Seaman's Friend Society," Cleveland and Sandusky City, O., Rev. R. H. Leonard, Secretary; the "American Bethel Society," Buffalo, N. Y., Rev. T. Stillman, Secretary which have just issued respectively their 2nd, 3rd, 10th, and 15th Annual Reports. The last named embraces in its Report the operations of its Branch in Ohio, from which it appears that their united receipts for the past year were \$12,544,14; and had employed for the whole or portions of the year 50 labourers.

They had been located at Chicago, Milwaukie, Detroit, Toledo, Sandusky, Cincinnati, Buffalo, Oswego, Whitehall, Troy, Albany, and on the following canals; Illinois and Chicago, Wabash and Erie, Miami and Extension, Ohio, Erie Extension, Erie Canal and Tributaries, Northern Canal, Delaware and Hudson, Delaware and Raritan, and Morris. One missionary also among the canal boatmen in the city of New York.

The efforts of the Boatmen's Union are mainly directed to the establishment of a Bethel Church, and associated instrumentalities of good in the city of St. Louis.

SAILORS' MAGAZINE.

This work completed its 22nd volume last August, and may claim a right from its age to speak for itself, without being too timid on the one hand or boastful on the other. It ventures to intimate therefore that its records of the sea; embracing the perils, the privations, the claims and the improvement of its men; the power and influence of its Commerce on the social and moral condition of the world, and the works and wonders of God as seen in the deep, are worthy of a more general consideration and careful study. So that instead of some six thousand copies distributed monthly, there should be ten times six thousand of these important auxiliaries to awaken and perpetuate an interest in the cause of seamen.

SHIPS LIBRARIES.

More has been done the past year by way of furnishing ships with suitable Libraries than in any previous year; yet, as only a good beginning has been made, a more full report of progress in this department will hereafter be presented.

FINANCES.

The receipts of the Society for the year ending May 1, including \$1147.30, Hymn Books, Sailor's Magazine, and Libraries, were \$20,399.91, and the expenditures \$20,446.57. A more minute statement is made in the Treasurer's Report. It is worthy of remark that while several legacies have recently been made to the Society, only \$290 from that source has been paid within the past year; and that in these receipts are not included considerable sums raised by the Chaplains for local purposes,—as for example, over \$6000 in Canton for the Floating Bethel,—nor still larger amounts raised and expended by auxiliaries. The sum total would exceed \$75,000.

SUMMARY REVIEW.

As the faithful minister in surveying his pastoral charge at stated periods finds amidst the general and most gratifying improvements, some to whom the Gospel is a savor of death unto death,—the rankest weeds in the richest gardens—so in reviewing the last year's labours on the sea; some there are, who are doubtless worse for the very efforts made to save them. Such was the case under Christ's ministry; his opposers waxed worse till they filled up the measure of their iniquity by imbruising their hands in his blood. It is a law of his Kingdom that men shall grow better or worse under the ministration of grace. It is therefore to be expected that with the increasing light on the sea, there will be revealed cases of deeper darkness and more desperate depravity. Such cases of depravity as Absalom, Hophni, Phinehas, Judas, and Satan, could not have been made save in the houses of David and Eli, and in heaven. "What shall we say then? Is the law sin? God forbid." But while here and there some such results have appeared, there has at the same time been gathered a harvest of the richest fruits.

They may be classified thus:—

1. *Fruits of Sobriety.*

"It is wonderful," said a young man, the mate of a ship, "to see what a change has taken place in the character of seamen within a few years. Why, no longer ago than when I began to go to sea one could see sailors lying drunk in the gutters any day. Now if a sailor gets drunk he has the sense to keep out of sight. I know something of this matter myself. About six years since I came into this port with more than \$600 due me as wages from a four years cruise in the East Indies. Sixteen days after, I was passing Sandy Hook, outward bound, without a cent in my pocket; where the money went, I cannot say. I am not such a fool now."

Intoxicating liquors are not furnished on board merchant vessels, and those employed in the fisheries and whaling business as formerly. And in the Navy, some of the seamen are getting in advance of those members of Congress who insist on the continuance of the grog ration. The U. S. ship, "Congress" has a company of 500 officers and men. The Rev. Charles S. Stewart, Chaplain, writes,—"I mention the fact that three fourths of the crew of this ship have never drawn the grog allowed them, and their example has been so generally followed that though not a month at sea, there are now but 25 on board who receive it." Substantially the same is doubtless the case on board the ships "Independence" the "St. Mary's," and others.

Every where seamen are more temperate than formerly. Thousands have signed and kept the Temperance Pledge. Their manly bearing, provident habits and full chests, as well as their Banks for Savings testify to their sobriety. More than One Million of Dollars on deposite in the Seamen's Bank for Savings, at 82 Wall st. New York, belongs to them.

2. *Fruits of Order and Obedience.*

Simultaneously with the improvement of the men there has been a manifest improvement in the character of the Commanders, and their modes of government. There is less resort to brutal force, and more reliance on moral influence. Since the abolition of flogging, "other and less repulsive means of enforcing discipline," says the Rev. Mr. Stewart of the ship Congress, "have been adopted and found thus far to be effectual." Capt. Magruder of the "St. Mary's," says the Chaplain at Valparaiso, "finds the absence of Corporal punishment works well." A letter dated on board March 14th, says, "The sailors have behaved better than under the old Law, and that only two or three cases of violation of discipline have been reported to the Captain since the ship was put in commission."

Captain McIntosh, of the frigate St. Lawrence, speaks highly in favor of the advantages resulting on board his vessel from the abolition of flogging. So on board of hundreds of other vessels, where the men are treated *as men*, there is generally order with prompt obedience; but where they are treated *as brutes*, it is not in human nature to be otherwise than *brutish*. "But half of my *men* in my last voyage," said a captain, "were *children*." So much the more need of a considerate and manly treatment; *children* are made *men* neither by kicks nor curses, and a well-bred Commander will be the last to bestow either, even on a dog. With the increase of order and obedience on ship-board, there has been a corresponding increase of safety and comfort and social improvement.

3. *Fruits of Faith.*

In the use of various means the Holy Spirit continues to bring seamen to Christ, and to trust in Him alone for salvation.

A shipmaster, after hearing one of our Chaplains in a foreign port preach on the subject of heaven, came to him saying, "I have money enough to make one happy, if money can do it. I am master of this brig, and own a large part of her, still I am unhappy. Oh, sir, what shall I do, how shall I be prepared for heaven?" The Chaplain directed him to the Fountain of living waters;

had the happiness of seeing him rejoicing in hope as a renewed man, and of knowing that he called his crew together for reading the Scriptures and prayer.

A good book at sea arrested the attention of a mate, who, after having been led thereby to think on his ways and turn his feet into the path of life, was instrumental in the hopeful conversion of one or two of his shipmates, and of his wife on his return home.

The "Seaman's Companion," "Falsehood and Truth," the "Mountain Miller," the religious Newspaper, has each in known instances conducted the sailor to Christ, while the Bible, speaking itself, or speaking through the Seamen's Chaplain, the Sailor Missionaries, the friends of seamen, or the seamen themselves, has been signally efficacious. Among this class of men God has magnified his word above all his name.

"It was while lying in a small dirty forecastle sick," said a sailor, "and no one to render me any assistance, and unable to help myself unless it was to crawl on deck for a drink of water, that I began to think of my situation. I looked over my past life, and saw nothing but depravity and sin; I then thought of a friend I had long neglected. It was the Bible. I obtained and commenced reading it; * * * perhaps you will say, what caused this sudden change that prayer and persuasion could not effect? I can tell you, it was my friend, the Bible."

On board of a vessel bound to the land of gold, a Bible Class with other religious exercises was established. A revival of religion followed in which three of the crew gave evidence of having passed from death unto life. Several interesting cases of conversion have occurred at the Sailor's Home in New York; and among them one of the hardest stones in Water street. In the Saturday evening prayer meeting the singing of a Hymn awakened him to a sense of his lost condition as a sinner. He fell upon his knees by the table, saying, "Pray for me;" and insisted that there could be no salvation for him. He was told that the blood of Jesus Christ cleanseth from all sin, and there experienced its efficacious power. With his soul filled with love to God and man, his first mission was to Water street, where those, who are not in the habit of going to the house of God, heard from his lips sermons which they will not soon forget. He has gone to sea, saying as he went, "This Home has been the gate of heaven to me." Thus the Holy Spirit is moving in the deep; and lo, these are but parts of his ways.

4. *Fruits of Beneficence and General Usefulness.*

Personally, considered with reference to the life that now is as well as that which is to come, the conversion of a sailor is an event of unspeakable importance. But the sailor has relations to others ocean wide, and far-reaching as the distant and numerous coasts he visits. His character is positive; his influence direct, and powerful; sad, very sad if he be wicked, and correspondingly good if he be a man of piety and prayer. Hence his conversion greatly magnifies in importance; as a missionary is thus made, who goes abroad on his own charges, tells the story of the Cross in various languages, and by a simple, earnest eloquence of the heart gains access to other hearts and wins them to Christ. Thus the master of one vessel and the mate of another, traders, are now visiting the ports on the Pacific coast between Valparaiso and San Francisco. Thus two sailors are coasting the shores of Sweden; one is laboring among the blacks in an Island of the West Indies; another, brought to Christ under the influence of the Sailor's Home in New York, is seeking the salvation of his brethren at sea. On sailing for France he writes in his journal, "The first night out I told the starboard watch that if they had no objection I would read a chapter to them and pray before we turned in. I did so, they all knelt down by their chests, and we had a few moments in prayer. Some of these were witnesses of my conviction in the Sailor's Home. I felt glad of having such a chance to do good." And they give their money for the dissemination of the Gospel

as well as their personal labours. One, who has been in his own language a "roving and poor sailor," and is now doing a snug business on shore, has adopted and keeps the following resolution;—"After paying my debts one half of my profits belong to the 'Giver of all Good.' " Another converted at sea on board of an U. S. Ship of war, on the passage homeward, adopted the following resolutions:—1. To abstain entirely from the use of intoxicating liquors. 2. To use no more tobacco. 3. To remember and keep the Sabbath day holy. 4. To give one tenth of all his *earnings* for benevolent purposes. His wages for nearly a three years cruise amounted to \$273; and the devoted tenth was thus distributed;—\$3 to one poor church and \$5 to another; \$5 for the destitute at the Sailor's Home, \$5 to the Tract Society, \$7.37 for Foreign Missions, and \$2 for the Seamen's Chaplain at Honolulu. Our personal knowledge of him, and of other pious men of the sea, constrains us to say that for fervent and consistent piety, Christian beneficence, and extended usefulness, we know of no brighter examples this side of heaven. Here are fruits which the Angels might covet the privilege of gathering. Ample returns for all the bread cast upon the waters; abundant encouragement to sow beside all waters with a far more liberal hand.

Spiritual Recognitions.

A little girl, in a family of my acquaintance, a lovely and precious child, lost her mother at an age too early to fix the loved features in her remembrance. She was as frail as beautiful, and as the bud of her heart unfolded, it seemed as if won by that mother's prayers to turn instinctively heavenward. The sweet, conscientious and prayer-loving child, was the idol of the bereaved family. But she faded away early. She would lie upon the lap of the friend who took a mother's kind care of her, and winding one wasted arm about her neck, would say: "Now tell me about my mamma!" And when the oft-told tale had been repeated, she would ask softly: "take me into the parlor; I want to see my mamma." The request was never refused, and the affectionate child would lie for hours, contentedly gazing on her mother's portrait. But

"Pale and wan she grew, and weakly—
Bearing all her pain so meekly,
That to them she still grew dearer,
As the trial hour drew nearer!"

That hour came at last, and the weeping neighbors assembled to see the little child die. The dew of death was already on the flower, as its life-sun was going down. The little chest heaved faintly—spasmodically.

"Do you know me, darling!" sobbed, close in her ear, the voice that was dearest; but it awoke no answer.

All at once a brightness, as if from the upper world, burst over the child's colorless countenance. The eyelids flashed open, the lips parted, the wan, cuddling hands flew up, in the little one's last impulsive effort, as she looked piercingly into the far above.

"Mother!" she cried, with surprise and transport in her tone—and passed with that breath into her Mother's bosom.

Said a distinguished divine who stood by that bed of joyous death:

"If I had never believed in the ministration of departed ones before, I could not doubt it now!" "Peace I leave with you," said the wisest Spirit that ever passed from earth to heaven. Let us be at "peace," amid the spirit-mysteries and questionings on which His eye shall soon shed the light of eternity.—*National Era.*

Havre Chaplaincy.

Havre, March 26, 1850.

DEAR BROTHER:—The petition to our Congress regarding Hospital money meets with the greatest favour. Our Consul, Merchants and Captains all say, "It is a very desirable object, and we think Congress will readily consider the claim. There never was in this port a period more sadly illustrating the necessity of which the petition speaks. We have in the general Hospital *two rooms* capable of holding 7 beds each, devoted to English and American sailors. These rooms are too small even for the number they profess to accommodate, and often there are many more on ship-board that cannot enter the Hospital for want of room. At this moment there are not fewer than 20 seamen ill of fever, and grippe, some dangerously, on board our ships, who cannot find places in the Hospital.

We have just buried a man from the Gallia. Captain R. very respectfully followed him to the grave. Last week *Francis Prince* of Cumberland, Me., died of brain-fever. Captain Blanchard was ill at the time but was able to attend the funeral. The Captain, Mates and crew seemed much attached to poor young Prince. He was attacked so suddenly, and the Sabbath intervened between the time I was apprized of his illness and his death, that I did not see him. I visited the Hospital on Monday morning and he was dead. During the whole time after he was taken to the Hospital he was delirious. May the news of his death find his dear family resigned to the will of God, and prepared by his grace for the trial.

They may rest assured that all was done for him that under the circumstances could be, and that the Captain has spared no attention and no expense to render every respect to his memory. I have met of late many who heard me preach during my tour in Maine four years ago, especially from the region of Cumberland and Yarmouth—also some captains—the Blanchards who have a large connexion and extensive influence in the above-named towns.

We have buried a young man from

New York named William Carson, who sailed from New Orleans in the Dorcas Prince, Captain Blanchard. Poor Carson died of consumption; he was ill during most of the passage and not able to work. The Captain and Mates were very kind to him. I had frequent conversations with him at the Hospital, in all which he seemed humble, conscious of his condition, and yet often encouraged to believe he might recover. He said, "I have been a great sinner but I trust in the mercy of God." I said, you ought to be grateful for the comfort you enjoy even now. "I am," he answered. The day before his death I visited him and found him more than usually feeble. He said, "I can't recover until warm weather." I did not think him so near death, but felt constrained to commend him to the Saviour of sinners, and when I said to him "believe on the Lord Jesus Christ and thou shalt be saved, he in a low tone articulated, "yes." He then requested I would go to his chest on board and get from it his Testament, saying, "I want that more than anything else."

It was too late that evening to get the Testament, but early next morning a Bible was sent to him from the Chapel, but he had breathed his last.

Bibles are every week put into the Hospital, and as often either taken away by the Sailors, or by the nuns who have charge of the sick, and just then no Bible was to be found in the rooms.

After the death of Carson, I searched his chest for direction to his parents—not having ascertained it before, and there I found, among a few clothes, *three Tracts and a Testament*, which had evidently *been read*. I did not find either letter or name, or address of any kind. Perhaps this may meet the eye of his friends who may thus learn what has become of him, and how he died. I have much hope in his case, especially as several Christians have been moved to pray for his salvation. His patience during his illness impressed the Physician and gained his tenderest sympathies.

April 6, 1850.
I ought to have mentioned before

this the death of Madame Monod, the venerable mother of the Monod family in Paris and Havre. She died in Paris last month of disease of the heart, aged 75 years. Gathered around her bed in the last moments were between 20 and 30 of her children and grand children, of which she has left a very large circle. She died in great calmness and hope. Her last words were, "I am in *Him*, he has bought me, I am in peace." She pronounced on her children a patriarchal blessing, and predicted for some of them great future good. She has been a friend to our cause for many years, I held in her house religious conversations for her especial gratification. Not long before she left Havre for Paris, she sat with us at the table of the Lord. Her memory is blessed. We have recently followed to the grave also Mrs. Walker, a member of our church, and a subscriber for many years to our cause. She was a woman of decided convictions great energy and benevolence. The poor will not soon find a kinder friend. Indeed they have lost *two*, whose places will not be soon supplied in the departure for immortality of the above-named friends.

The last week we buried also Charles S. Wright, of McLean, Tompkins County, New York. Enclosed is a letter to his father, which he wrote the day previous to his attack.

Also Joseph Grottan, Jun., an interesting young man, whose parents are in Waldoboro, Me. These died suddenly, and in a manner that rendered it impossible for me to converse with them. They were delirious.

An epidemic has prevailed here and in Marseilles among soldiers and sailors, attacking the head and producing brain-fever. It is generally fatal. It is brought on by cold, or by great extremes of cold and heat, by exposure to night air, by dissipation, and by crowded rooms and forecastles. I know of only one instance of recovery among our sailors.

This state of things has operated to produce a degree of seriousness among the better class of seamen, and our church is much better attended. Although I have been called

every day to stand by the sick and the dying, and to bury the dead, God has wonderfully enabled me to meet all duties and preserved me and my family from disease.

I send with this several letters to the friends of seamen who have died here in the course of the spring. May these friends be consoled by the hopes of glory, and stand in readiness for the hour when they too shall be called to meet the Son of Man.

Yours affectionally,
E. E. ADAMS.

The Swearer and his Boy,

A man in the State of New York, who was extremely addicted to profane swearing, was one day at work with a yoke of oxen near his house. The oxen not working to suit him, he began whipping them severely, at the same time uttering volleys of most blasphemous oaths. The oxen breaking loose from their burthen, ran to the house, while the owner in a passion pursued them, and coming up with them at the house, began whipping them again, and swearing horridly as before. His little boy, at this time just old enough to begin to talk, began to prattle his profane oaths over after him. No sooner did the father hear this, than his feelings were wrought up to a lively sensibility. He paused for a moment, dropped his whip, sat down and wept bitterly. A flood of keen reflections at once rushed upon his convicted conscience, which produced such an effect, that he found no rest in his mind, day or night, until his sins were forgiven.

Colored Seamen.

The Charleston Mercury advocates a modification or repeal of the law of S. C. for imprisoning colored seamen; contending that less exceptionable restrictions would be sufficient for the public security.

Lost at sea, from on board ship Louis Philippe on the 3rd of March last, William B. Robinson, aged 25, 1st mate, and son of Rev. Henry Robinson, of Plainfield, Ct.

NAVAL JOURNAL.

COMMERCE OF NEW YORK, FOR THE YEAR 1850.

Foreign Arrivals.

We are indebted to James Thorne, Esq., U. S. Revenue boarding officer, for the following table of arrivals from foreign ports, from the 1st Jan. 1850, to 31st Dec. 1850, inclusive.

	Steamers	Ships	Barks.	Brigs.	Scho.	S. Ships.	Gallots.	Total.
American	79	543	345	685	372	—	2026	
British	132	95	170	406	258	—	961	
French	1	8	13	5	—	—	27	
Bremen	25	47	23	1	—	—	96	
Austrian	4	6	2	—	—	—	12	
Swedish	7	15	37	—	—	—	59	
Norwegian	3	31	33	3	—	—	70	
Sicilian	6	4	—	—	—	—	10	
Hamburg	7	19	8	—	—	—	34	
Danish	5	7	2	—	—	—	14	
Russian	7	6	6	—	—	—	19	
Dutch	2	4	7	5	2	—	20	
Belgian	3	3	1	—	—	—	7	
Prussian	3	11	30	1	—	—	45	
Columbian	2	1	—	—	—	—	3	
Napoleonic	—	6	—	—	—	—	6	
Portuguese	1	10	4	—	—	—	15	
Italian	1	7	—	—	—	—	8	
Brazilian	4	—	—	—	—	—	4	
Oldenburg	1	6	1	—	—	—	8	
Spanish	3	3	3	2	—	—	11	
Sardinian	2	5	1	—	—	—	6	
Venezuelian	4	2	1	—	—	—	7	
Lubec	1	4	—	—	—	—	5	
Mechlenburg	3	4	1	—	—	—	7	
Hanoverian	—	1	—	—	—	—	2	
Genoese	—	1	—	—	—	—	1	
Roostock	—	1	—	—	—	—	1	
Holstein	—	1	—	—	—	—	1	
Argentine	—	1	—	—	—	—	1	
New Grenadian	—	1	—	—	—	—	1	
Total,						3,489		

There have arrived during the year, a total of 226,287 passengers, against 221,799 for 1849.

The following is a summary view of the number of passengers, and of foreign arrivals entering at this port, during the past ten years.

	Passengers.	Foreign arrivals.
1841	—	57,337
	—	—
	—	2,118
1842	—	74,949
	—	—
	—	1,960
1843	—	46,302
	—	—
	—	1,832

1844	—	—	61,002	—	2,208
1845	—	—	82,960	—	2,044
1846	—	—	115,230	—	2,289
1847	—	—	166,110	—	3,147
1848	—	—	191,909	—	3,060
1849	—	—	221,799	—	3,237
1850	—	—	226,287	—	3,489

TONNAGE OF THE UNITED STATES.—The Washington correspondent of the North American furnishes some interesting statistics relative to the amount of tonnage owned in the United States. The total registered tonnage for the year ending June 30, 1850, amounted to 1,585,711.22; the total enrolled and licensed, 1,949,743.01—making the aggregate of all kinds of tonnage 3,535,054.23. This is an increase over last year of 201,039 tons. The vessels were employed as follows: in the whale fishery, 146,016.71 tons; coasting trade, 1,755,796.42; cod fishery, 85,646.30; mackerel fishery, 38,111.94. The total amount of tonnage built during the year, ending June 30, 1850, was 272,218.84—as follows: ships and barques, 247; brigs, 117; schooners, 547; sloops and canal boats, 290; steamers, 159—total, 1860. Of the 247 ships built last year, Main constructed 127; of the 117 brigs, she built 75; and of the 547 schooners, 115.

Number of vessels arriving at the port of New Orleans, between 1st of September 1849 and 1st September 1850, with the estimated number of seamen and boatmen arriving in them.

Ships	654	averaging	20	men	each
Barks	363	"	15	"	"
Brigs	362	"	12	"	"
Sch'r's	666	"	6	"	"
S-Ships	147	"	30	"	"

Arrivals of seamen 30,275.

Steam-boat arrivals 2,784, averaging 25 men each. Flat-boats, 699, averaging 4 men each. Arrival of Boatmen, 72,396.

There are about 15,000 Boatmen connected with the Steam-boats frequenting that port.

The liberality of the citizens of New Orleans in furnishing a Home for this multitude may be seen in the following statement.

New Orleans. Seamen's Home Association.

The following statement, from the report of the Executive Committee of the Trustees of the New Orleans Seamen's Home Association, shows the present condition of that institution :

RECEIPTS.

Contributions of citizens,	\$20,987 75
Donation from Miss Lind,	1,000 00
Proceeds of Ladies Fair,	2,402 54

Total

EXPENDITURES.

Paid for lots, &c.,	\$8,027 85
Paid on account building,	12,459 22
Paid for taxes,	165 15

20,652 22

Paid on account of furnishing the Home,	2,354 80
Paid for expenses of Home,	323 95
Paid for supplies of Home,	118 58
Paid the superintendent,	130 85

23,580 40

Balance in the Treasurer's hands,	809 89
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The following amounts are due and unpaid :

Balance on cont'ct for build'g,	\$1,425 70
Balance due for furnishing,	619 64
Balance due for hardware,	349 58
Amount due for insurance,	214 50

2,609 42

To meet which there is cash in the treasury	\$809 89
Subscriptions to be collected,	785 00

1,594 89

Leaving to be provided for, \$1,014 53. The trustees elected to serve the ensuing year are as follows:

J. W. Stanton,	T. A. Adams,
J. J. Day,	Z. Taylor,
Peter Maxwell,	Joseph Harrod,
Richard Lloyd,	H. Renshaw,
C. D. Buck,	Robert Geddes,
S. S. Green,	
M. Greenwood.	

E. F. Schmidt,
L. B. Stone,
Dr. Cary.

Who have chosen as officers of the Board :

J. W. STANTON, *President.*
David Hadden, *Treasurer*
Geo. W. Lee, *Secretary.*

The Trustees take this occasion to tender their grateful acknowledgments to the ladies, who, with characteristic and self-denying generosity, rendered such important services to the Seamen's Home, by devoting themselves so assiduously to the success of the late Fair, by which so large an amount was realized.

Abolishment of the Cat.

Capt. Mc Intosh, of the frigate St. Lawrence, in a letter from Rio-Janeiro to a friend at New York, speaks highly in favor of the advantages resulting on board his vessel from the abolishment of flogging. He has also substituted double duty as a punishment, instead of the irons. The letter adds :

"I shall never have a difficulty in managing a crew, if the Government will give me, as they have done this time, capable officers, and gentlemen to assist me, I have some bad men, it is true; but I will keep them in order without the cat, and I shall give the Government no trouble while I am here."

OUR NAVIGATION.—The following statement shows the number and tonnage of the vessels built in each State and Territory of the United States, for the year ending on the 30th of June, 1850. It is taken from the report of the Secretary of the Treasury, transmitting the annual report of the Register of the Treasury of the commerce and navigation of the United States for the fiscal year.

Of the vessels comprised in the table, there were 247 ships, 117 brigs, 517 schooners, 290 sloops and canal boats, and 159 steamers. The largest number of ships built in any State was 127, in Maine; and the largest number of steamers, 34, in Kentucky. The largest

tonnage set afloat during the year is that of Maine, and the next largest New York. Of the 150 vessels built in Maryland, 125 were schooners.

RECAPITULATION.

States.	Vessels built	Total tonnage
Maine - -	326	91,211 73
New Hampshire	10	6,914 32
Vermont - -	1	77 41
Massachusetts	121	35,836 14
Rhode Island	14	3,587 15
Connecticut	47	4,819 79
New York	224	58,342 73
New Jersey	57	6,201 68
Pennsylvania	185	21,409 93
Delaware - -	16	1,848 82
Maryland - -	150	15,964 89
Dis. of Col.	8	88 61
Virginia - -	34	2,584 04
North Carolina	33	2,651 59
South Carolina		
Georgia - -	5	683 82
Florida - -	2	79 75
Alabama - -	3	113 66
Mississippi - -		
Louisiana - -	24	1,592 38
Tennessee - -		
Kentucky - -	34	6,460 69
Missouri - -	5	1,353 82
Illinois - -	13	1,691 21
Ohio - -	31	5,215 62
Michigan - -	14	2,061 61
Texas - -	1	105 54
Oregon - -	2	122 42
Total	1,360	272,218 54

Misquotation.—“ He who Runs may Read.”

No such passage exists in the Scriptures, though it is constantly quoted as from them. It is usually the accompaniment of expressions relative to the clearness of meaning or direction, the supposititious allusions being to an inscription written in very large characters. The text in the prophet Habakuk is the following: “ Write the vision and make it plain upon tables, that he may run that readeth it.” (Ch. ii. 2.) Here plainly the meaning, that every one reading the vision should be alarmed by it, and should turn and fly from the impending calamity; and although this involves the notion of legibility and clearness, that notion is the secondary, and not the primary one, as those persons make it who misquote it in the manner stated above.—*From Notes and Queries.*

Disasters.

Whale ship *Mexican*, Cudworth, was wrecked on a reef bearing S. from Vavao, 25 miles, on the 27th Sept. last.

Ship *Neva*, Case, at Greenport, from Rio, reports: Feb. 22d, 1851, sailed from Rio de Janeiro in company with the Brem. brig *Sylphide*, and continued in company until the 30th, when we parted company. Did not see her again until March 1st, when we fell in with her on her beam ends, full of water. Went to her with a boat, but found no person on board, or any signs of having been boarded; saw one boat stove to pieces. The brig had all her sails set, but the fore-royal and foretopgallant sail.

Schr. *Susan Wardwell*, went ashore on Humboldt Bar, March 21st. Four lives lost.

On 11th February, 32 persons, the crew of the ship *Alfred*, arrived at Talcahuana, in the ship's launch. Cargo coal, having ignited, and after burning three days, caused the entire destruction of the vessel.

Schr. *Jane Morse*, of Kingston, Mass., from Savannah for Havana, was lost at Elbow Cay Reef, Abaco, morning 11th March.

Fr. brig *Bouvruill*, at this port, reports 13th March, fell in with the wreck of schr. *Iora*, water-logged and abandoned. Took from her the log book, also a log book of schr. *Ellen Goldsborough*, Stephens, master.

The Br. brig *Belle*, was lost 22nd March on Bird Rock, about 60 miles to the windward of San Juan de los Romedios, whilst on her passage from Bermuda to Cuba.

Schr. *Leonidas*, from Richmond, for Norfolk, ran on a rock 27th March, near Rockets, and sunk.

Ship *Globe*, Whitmore, from Havre, arrived at Havana 3d inst, having on board the captain and crew of the American brig *Marianna*, wrecked on Sal Key 28th March.

Brig *Caleb Curtis*, True, in coming out of Umpqua River, 18th of Feb. for Boston, lost her wind and drifted on to the South Spit, where she became a total wreck.

The cargo of brig *E. L. Walton*, scuttled at this port, and subsequently pumped out, was nearly a total loss.

Brig *Marianna*, Willard, of Portland, hence for Havana, was totally lost on Key Sal, 29th March.

Br. barque *Minstrel*, from Hull for

Boston, was fallen in with March 31st. by the ship Nicholas Biddle, at Havre, and her officers and crew taken off.

American brig *General Taylor*, of Waldoboro', was wrecked March 4th, on Spanish Key, crew taken off by ship *Camilius*, and brought in here.

Ship *Atlantic*, Lamb, at this port from Antwerp, night of April 1st, off Isle Wight, came in contact with Br. schr. *Viria*, from Hull, bound to Scilly, by which the latter was sunk.

Br. Brig *Eight Sons*, Violet, of St. Stephens, N. B. from Boston, 4th March, for Sagua-la-Grande; lost at the entrance of the bay, supposed about the 1st of April, crew supposed to be safe.

Brig *American*, Ross, from Savannah for this port, went ashore on Long Beach five miles below Barnegat, night 4th April and bilged, the tide ebbing and flowing in her.

Swedish barque *Emilie*, Anderson for this port, from Cette, went ashore on the 6th of April on Absecom Beach. The vessel will probably be lost.

Schr. *Katahdin*, Wallace, of Cherryfield from Jacksonville, Flor. for this port, was dismasted in a gale, and the mate and one of the crew killed by the falling of the spars. The crew were taken off 9th April.

The ship *Columbus*, of Newburyport, Balch, from Cadiz, for Boston, struck on the Bishop and Clark Rocks, 18th April, and was driven over and went on the beach near Cotuit, Cape Cod. Crew saved, vessel will probably be a total loss.

Brig *Tonquin*, Fickett, from Cardenas for this port, was dismasted and abandoned in a sinking state, off Gun Key, 16th April, the crew were taken off by ship *J. C. Humphreys*, and afterwards put on board barque *A. G. Hill*, arrived at Boston.

A Russian brig, laden with salt, went ashore at Scituate, in the gale of 10th April and with her cargo became a total loss.

Sloop *James L. Long*, Davis, Brookhaven, from this port for Norfolk, in ballast, went ashore on Chincoteague 21st April, and became a total wreck.

Schr. *Martha Washington*, Elliot, of Calais from Philadelphia for Boston, in a sinking condition, was fallen in with 20th April, 30 miles S. E. by S. from Sandy Hook by Br. barque *Ann Harley*, at this port, which took off the captain and crew, who were nearly exhausted by pumping to keep her afloat.]

Schr. *Celerity*, from Richmond for Norfolk, ran on a rock 20th April a few miles below Richmond, bilged and sunk.

A Boston barque struck on Horse Shoe Shoal, Vineyard Sound, beat over and went on to Broad Shoal, where she bilged. Her crew were taken off by a schooner. She is supposed to have gone to pieces.

Schr. *Wm. H. Harrison*, Hobday, from Norfolk for York River, came in contact in Hampton Roads 18th April, with schr. *Sarah Ann*, Griggs, from North Carolina for Baltimore, and carried away bowsprit, stove bows, &c. which caused her to sink in a few minutes.

Br. schr. *Thistle*, Bent, from Boston, was ~~wrecked~~ on Gorriah's Island, Kittery, in the gale 17th April.

Ship *John Q. Adams*, Nickels, from Calcutta at Boston, 27th April reports: March 24th, 1 a. m. going nine knots, came in contact with Br. barque *Hindoo*; Ellis, from Newcastle, E. for Aden, with coal; she sunk in about ten minutes. The captain, officers and crew, succeeded in getting on board the *J. Q. A.*, saving nothing.

The revenue cutter *Daring*, at Halifax 28th April, from Sable Island, reports: that the Br. brig *Science*, from Matanzas, for St. Johns, N. F., was totally lost Feb. 11th; Belg. brig *Gustav I.* from Havana, for Antwerp, was totally lost.

Schr. *Wave*, of Lynn, was driven ashore at Hull, and went to pieces.

Br. schr. *Primrose*, from Philadelphia for Halifax, which went ashore at Barrington, N. S., became a total wreck.

The schr. *Zachary Johnson*, Carr, went ashore at Trinidad, Cal., and became a total wreck. The schr. *Chesapeake* was also a total loss. The brig *Wharweller* was also a total loss.

We learn that the brig *Herald*, of Salem, drove ashore at Bolenas Bay, Cal., and was totally lost.

Barque *Edwin Augustus*, Hasty, went ashore on Key "Bahia Cadiz," some 70 miles to the eastward of Cardenas. The captain cut her masts away, and reports that the vessel could not be got off.

The brig *Elizabeth*, Kilborn, from Matanzas for Portland, went ashore south of the mouth of North River, off Marshfield, and is a total wreck. The crew, save one man, perished.

Br. schr. *Caledonia*, at Marblehead, 22d, fell in with, 18th, the wreck of fishing schr. *Jesse Carter*, of Halifax, and took from her three men, the schr.

being in a sinking condition, and brought them to Marblehead.

Schr. *Frolic* went ashore at Commercial Point, near Boston, during the late gale, and broke completely up.

Fishing schr. *Minerva*, Merchant, of Harwich, with a crew of sixteen persons, was capsized in a squall, night May 1st, off Fire Island Light. She was passed after the accident by schr. H. Newell, but she was unable to render any assistance, and all on board perished. When the H. N. was able to get back to the spot, nothing of the vessel or her crew could be seen. Eleven of the crew were picked up next morning in their boat, by brig *Commerce*, Greenlaw, at Holmes's Hole, 3d inst.; one man died on board the C., and five were washed overboard when the schooner capsized. The captain was among the saved.

Notices.

Clipperton's Rock in the North Pacific Ocean.—The following is the position of Clipperton's Rock in the North Pacific Ocean, the position of which is marked doubtful in Norie's chart:

JUNE 9, 1850, SEA ACCOUNT.

At 5 30 A. M. discovered a reef bearing W. N. W. five or six miles distant, 60 or 70 feet above the surface. Its appearance was that of a ship under double reef with head to the south. There is a reef off the North end, extending a quarter of a mile; and another off the South, one half that extent. They must be near the surface, as the sea was very smooth, and the breakers could be seen distinctly from the ship's maintop. At noon our latitude was 10° 06' N. and lon. (by a very correct and well-tried chronometer) 108° N. W., at which time the island bore N. N. W. by compass, about half a point, which makes the latitude of the rock 10° N. L., and lon. 108° 56' W.

As this rock is liable to be fallen in with by vessels from California for Peru or Chili, the writer submits this information for the benefit of navigators.

SAMUEL C. JONES, Ship Harrison.

Alterations in the Beacons on the Coast of Java.—The following alterations have been made in the Beacons leading to the Roads of Batavia:

1. The erection of a Black Pole, with Red Crossings, on the Cliff Tanda Keta-pan.

2. The erection of a Beacon, with Cross painted entirely Black, on the Cliff Tanda Pt. Ayer.

3. The Beacon on the Meinderts Shoal is painted Red.

4. The Beacon on Ontong Java, being an iron Globe two ells in diameter, the centre of which stands about twenty feet above the average of high water, is furnished with a fence.

The Committee for the Improvement of Indian Sea Charts is appointed to superintend the Beacons in the waters between the Straits of Sunda and Batavia Roads.

Nautical men are requested to give notice to the Committee aforesaid, or to the officer in command of his Majesty's guard-ship in Batavia Roads, of any defects they may have discovered in the line of Beacons.

CUSTOM HOUSE, BOSTON, }
Collector's Office, April 18. }

Destruction of the Light House on Minot's Rock.—For the general information of mariners, notice is hereby given of the destruction of the light on Minot's Rock, during the gale of the 16th inst.

A Light Ship will be anchored off the rock, with as little delay as possible, until other arrangements are made to maintain a light on that station.

A Fog Bell has been placed on the "Little Brewster Island," alongside of Boston light house, which will be rung during fogs or other thick weather, striking once in 45 seconds.

Those interested will govern themselves accordingly.

P. GREELY, JR.,
Collector and Superintendent.

OFFICE BRANDYWINE LT. HSE, }
Philadelphia, March 19, 1851. }

Notice is hereby given that a bell of 500 pounds has been put up at this light on Brandywine Shoal, Delaware Bay, which during foggy and thick weather, will be struck by machinery, as follows: seven strokes at intervals of five seconds, followed by a pause of equal duration, or of half a minute; then again seven strokes and the same pause as before, and so on.

Missing Vessels.

Schr. *Tortola*, Capt. Grafton, of Wadoboro', sailed from Frankfort about 18th December last, cargo granite, for Pensacola, and nothing has been heard from her since.

Ship *Susan Lord*, Capt. Curtis, of Kennebunk, sailed from Cetee, previous to Dec. 22d, for New Orleans, and has not since been heard from.

The *Liverpool*, Irving, sailed from New York for Liverpool 17th December last, and has not since been heard of.

Ship *Moro*, Larrabee, of Bath, sailed from Philadelphia about January 23d, with a cargo of anthracite coal, for Havana, since which nothing has been heard of her.

Brig *Monterey*, Keller, of Thomaston, hence about Dec. 30th, for Pensacola, has not since been heard from.

Lost at Sea.

From on board ship *John Henry*, Jan. 22d, 1851, a seaman.

From on board schr. *Eliza Ann*, 7th March, a seaman.

Law as to the Shipping of Seamen.

In an action for false imprisonment brought by the plaintiff, a sailor on board the steamship *Oregon*, against the defendant, who was master, Judge Lynch of the Marine Court, has given for the plaintiff \$400, with costs. The vessel sailed from New York in December, 1849, and after touching at several ports arrived in the bay of San Francisco in March 1849. It appears by the evidence that the plaintiff worked a great part of the voyage 20 hours out of the 24, doing duty at coaling in addition to seaman's duty, no' difficulty occurring on board until arriving in the bay of San Francisco. After coming to anchor at Saucelito, the plaintiff, with eight other of the sailors, expressed their determination to do no more duty on board. The Judge decided that for this a high act of insubordination, the captain would have been justified in inflicting the most severe punishment within the limits of his authority on those who had signed the ship's articles, to compel them to return to their duty. But in this case the plaintiff had not signed the articles, and the Judge held that the Captain must have known that without shipping articles plaintiff was not bound

to him, and he held the Captain, therefore, liable in exemplary damages.—*N. Y. Express*.

FLOATING CHURCH.—The Bishop of Victoria has opened a floating Church for the use of English and American sailors in the Harbor of Hong Kong. The vessel fitted up for this purpose affords accommodation not only for the celebration of Divine Service, but for the residence of the chaplain.—*John Bull*.

The Discoverer of Columbia River.

In the United States Senate on the 12th Dec., Mr. Winthrop presented the memorial of Mrs. Martha Gray, of this city, the widow of Capt. Robert Gray, the discoverer of the Columbia River. Mr. Winthrop, in presenting the petition, states the facts in the case, which although tolerably well known, may be new to some of our readers. Capt. Gray was in the naval service of the country during a portion of the revolutionary war. He was afterwards employed in the merchant service, and between the years of 1787 and 1790 made a voyage round the world in the sloop *Washington*. In a subsequent voyage in 1792 he discovered and entered the Columbia River, and gave to it the name of the ship which he then commanded. This voyage, though merely mercantile in its design, terminated in its title to a vast territory in the Pacific. In the controversy between this country and Great Britain, which was brought to a close a few years since, no point was more successfully relied on by our American negotiators than the discovery of the Columbia River by Capt. Gray. Mr. Winthrop thought it was not too much to say that the discovery gave us Oregon.—*Boston Paper*.

New York, June, 1851.

Anniversary.

The Twenty Third Anniversary of the American Seamen's Friend Society, was celebrated at the Broadway Tabernacle on the evening of May 5th 1851.

Owing to the violent storm raging at the time, the audience was not as large as usual at our Anniversaries. From fifteen hundred to two thousand of the sailors more zealous friends, however, made their way through the storm to the meeting, remembering, doubtless, that the sailor never stops for storms.

P. Perit, President of the Society, presided. The exercises were commenced with the original hymn, "CALL THE WATCH," sung by the Congregation, led by the Choir of the Allen street Presbyterian Church.

Call up the watch ! the morning star
Holds high its brilliant way ;
Its silent voice speaks from afar,
Arise to praise and pray.

Call up the watch ! the sun will soon
His brighter beams display,
And, rising to a glorious noon,
Reveal a perfect day.

Call up the watch ! the night is gone,
'Tis morning on the sea :
And if such glory gilds the dawn,
What shall the noon tide be !

Call up the watch ! the day has come !
The Ocean's Jubilee ;
And Angels shout the tidings home,
That all her sons are free.

Prayer was offered by Rev. A. D. Smith, D.D.

An abstract of the Report was read by Rev. J. Spaulding, one of the Secretaries.

Rev. H. M. Parsons, Seamen's Chaplain at Havana, Cuba, moved the printing of the report, and sustained the motion with a warm and earnest appeal in behalf of seamen. He said he was not accustomed to make apologies for speaking in such a cause as this; but when one had been driving all day before a North Easter, as he had to-day, it would not be strange if he felt inclined to *lie to* when night came on. It had been his privilege to labour among seamen. Faults they have, but these faults are intimately connected with their privations and hardships.

The sailor's recklessness and wildness are induced in a great measure by the adventurous nature of his employment, and his irreligion is owing to his privation of social and religious advantages, which Christian philanthropy might do much to mitigate, and which this Society

is doing to the extent of its means. He rejoiced to inform the Society that its labours were appreciated with gratitude by many a sailor.

The number of pious seamen was much larger than he had supposed.

Havana, where he had the privilege of laboring the past winter, had been considered, comparatively, an unimportant field, but there had arrived in that port, during the last year, more than 12,000 *American Seamen*, and if that number were not large enough for the Chaplain's pastoral oversight, he might enlarge it among the great number of English seamen and those of other nations.

It was true the Government would not allow him to preach on and : but he could select his ship, and Yankee ingenuity and love of the cause would soon fit it up for a Bethel, and sometimes it became the gate of heaven.

A part of his labours were devoted to the distribution of Tracts and Bibles among seamen. This would have been carried on to greater extent, had not the Government seized a box of Bibles designed for seamen, and locked them up in the Custom House to burn them. Perhaps the Government were apprehensive that our venerable Bible Society had published a revised edition of the proclamation of Gen. Lopez.

Again and again had the sailor there grasped his hand and invoked God's blessing on this Society. He besought this Society and the Christian community to petition Congress for some Hospital provisions for the sick and dying sailor in that port.

Let the sympathy of the Church be increased for the sailor ; let this work continue ; let them become Christian men ; and he predicted another invasion of Cuba,—not by lawless adventurers for confusion and plunder and blood, but the entrance of pious seamen into all the ports of that gem of the ocean, with messages of love and mercy, and good will to every Cuban and all mankind, to introduce that liberty that makes free indeed.

The motion was seconded by Gen. Williams, of Norwich, Ct., who, in a few remarks, urged upon the Society, the importance of its foreign operations, and hoped every considerable port, where there is American Commerce, would speedily be supplied with seamen's Chaplains ; and that this year would not pass away before one should be stationed at San Francisco.

The Choir then sung the Hymn, "When through the torn sail the wild tempest is streaming." &c.

The President expressed his extreme regret that the Rev. Mr. Sprole, the Chaplain of the Military Academy at West Point, had not arrived, as he had been expected to take part in the exercises of the evening. He improved the interval to bring to the recollection of the audience the Rev. Ward Stafford, who departed this life in the course of the past year, whose name ought to be held in grateful remembrance on this, and on all occasions when the friends of seamen are assembled together. It was he who first conceived the plan of assembling seamen together for the worship of God. His first attempt was made in the year 1817,

in a school-room in Cherry street; encouraged by the kind feeling with which his labours were received by seamen, he became actively instrumental in the measure which led to the erection of the Mariner's Church in Roosevelt street, the foundation of which was laid in 1818. He was the first Pastor of that Church, and retired from the charge soon after its completion, enjoying the high esteem of the Directors of the Port Society, by which, in co-operation with him, it had been erected. He was a man of devoted piety—great self-denial—warm philanthropy—and largely possessed of that indomitable perseverance, which was essential in an enterprise in which the obstacles were so numerous. At that time the sailor was regarded by the community at large, as a man abandoned to folly and vice, and quite beyond the reach of religious influence. But he found that in the sailor's heart there were chords which responded kindly to his efforts for their spiritual good, and that feeling has been since much more fully developed.

It may add to the interest of the exercises which are to follow if we pause a moment to note the change which has within twenty years taken place in the condition of this useful class of men.

At the time when these measures were first directed to the spiritual good of seamen, the general course of ship discipline was severe and maintained principally by main force. Ardent spirits were furnished to all ships in the Merchant service; and Boarding-houses for seamen were generally furnished with bars, where liquors were freely

dealt out. It was customary at that time to place a ship in the stream a day or two before her departure, and her crew was placed on board there, by the aid of Police Officers, generally in a state of intoxication, so that it was often necessary to send a gang of riggers to assist in getting the ship to sea. Now all ships sail from the wharf with their crews on board, almost without exception, sober and fit for duty. The spirit ration in Merchant ships is abandoned.

The government on ship board is now adapted to the improved character of sailors. It is a government of moral influence, in which the authority of the Commander is maintained by the respect which his men bear to him.

The once solitary Mariner's Church, in Roosevelt street, is now surrounded by six or more Seamen's Chapels, erected by the different Religious Denominations. The sailor, in his distant voyages, now meets a cordial welcome from seamen's Chaplains, who are placed in the principal resorts of our whale ships and merchantmen; and though far from home he can join in the worship of the Almighty, in Chapels often thronged by those whose business is on the deep. Many ships are commanded by men who are as fathers to their crews, and whose instructions and examples are calculated to promote not only their comfort but their spiritual welfare. And under all these influence, the sailor is an improved man.

Among the many palpable evidences of this, the depositories of Seamen in the Seamen's Bank for Savings, in Wall street, amount at this

time to more than a million of dollars, a fact which would have been deemed incredible thirty years ago. There is hope then for the Sailor; and there is every motive for the friends of Seamen to redouble their efforts for his moral improvement.

The President called the Rev. Charles Rockwell, former Chaplain in the Navy, to favor the meeting, with a few remarks.

Mr. R. said—In the Army there is a division called minute men, always ready for action at a moment's warning. All Sailor's are minute men. He had been for seven years a Seaman's Chaplain and since spent ten years as pastor of a church composed almost entirely of Seamen and their families; and as he had been called up at a moment's warning by the officer on deck to fill the place of an abler man, he should follow the example of the Washingtonians by giving them a little of his experience. He related several thrilling facts of the disasters of the sea; one of a desolating storm that made such fearful havoc amongst some of the congregation on Cape Cod, that the mourning was almost like the funeral wail of Egypt, when there was not a family in which there was not one dead. The pastor of one of these congregations, instead of being about amongst his flock, to console them in this trying hour, was obliged to shut himself up in his house lest he should be met at the doors of the houses of his people with the frantic cry, O! you have come to tell us that our son, father, brother, or husband, is lost. One wrecked vessel left between 30 and 40 children fatherless. During that single storm 59 were buried at one time in

a neighboring town. In another, 14 were buried at one time in the stranger's grave.

Charles Tracy, Esq., then presented the following resolution:—

Resolved, That the abundant success which has attended the experiment of discontinuing the use of ardent spirits in the mercantile marine, warrants, and the public sentiment demands, the abolition of the spirit ration in the navy, and the Board of Directors be requested to memorialize Congress again on the subject.

He thought there was no better evidence that this was a cold-water audience, than the fact that they had come out in such a rain. No class of men could be pointed out that would better show the good effects of the cold-water system than the seamen in the merchant service. What they asked was, that Congress be memorialized to carry this system into the navy.—The government controlled their seamen in everything else—said what they should eat and when they should sleep, and why should it not control their drink? The British navy are ahead of us in this thing. The Naval Lord Admiral has reduced the spirit ration one-half, and taken it entirely from all the boys under eighteen. It was true, the government had made it optional with the men whether to have the grog, but there was the habit and the temptation, and many would make the government an apology for a very bad habit. It was a notion with many that some climates needed spirit. But they had the testimony of the most respectable commanders to the contrary. A commander went out with what he called a very bad crew, and when he got to the Sandwich Islands, he found that they had recently formed a Temperance Society of 53 members. These men were not homogeneous, but were from all quarters of the globe. He was on the Pacific coast at the breaking out of the Mexican war. He was glad to know that he had

53 men on whom he could rely. It was his fortune to march them on land, and to fight against an enemy who had cannon; and yet he found those 53 men always reliable. The idea that it was necessary to excite a man's courage with the square bottle was preposterous. With a humorous description of Capt. Martin Scott, he said among all his other qualities he was a tee-totaller. After he was killed in battle, an old soldier was seen standing beside an old cloak, and some one inquired who was there? and he replied, "The bravest man that ever lived—Capt. Scott." With such examples before him, he had no patience with this grog ration—the idea of putting grog into a man's head to put strength into his arm.

Government had done a good thing in abolishing flogging. There were those who said the time had not come for that, but Congress had to come to it, and do it before the time; and they would have to do the same thing with the grog. They had taken one step. Revolutions never go backward. They had taken one step forward and thrown the "cat" overboard, and would they say the grog-tub should remain?

He could not close without reminding them that we all had a personal interest in this matter. He referred to a young man who went South for his health, and finding himself rapidly declining, took a packet home, and died on the way. How anxious must have been his parents to know the state of his mind. There was on board of that vessel a pious sailor, who spent a great deal of time with the young man, won his heart, and brought him to a knowledge of the truth, and brought home his dying sayings to his friends. From that day forward the mother of that son gave to this Society her thoughts, her prayers, and her liberal contributions, till she joined her son in a brighter world.

Lieut. Jones, of the U. S. N., in seconding the resolution, said he had seen men come on board ves-

sels who were not in the habit of drinking, who had fallen into the habit in consequence of the grog rations. He had visited a great many ports where are seamen's chaplain's, and bore honorable testimony to their good influence. At Honolulu, at one time, on visiting the chaplaincy, 100 signed the pledge, and many more afterwards.

Lieut. Lanman, of the U. S. Navy, wished they would include wine in the prohibition. The resolution passed.

The President alluded to the inadequate provision made by Government for sick seamen. They had been paying large taxes, and there were large sums in the U. S. Treasury unclaimed. A good hospital was provided on Staten Island by the State of New York; but the U. S. Government had not made that provision; but measures would be taken for circulating petitions in all the ports, to be presented to Congress at the next session, and he hoped the friends of the Society would bear it in mind.

The services were concluded with the doxology and benediction by Rev. Ira R. STEWART.

Valparaiso Chaplaincy.

Valparaiso, Feb. 25, 1851.

DEAR BROTHFR.

I will write you a few notes of the past month, which you can make such use of as shall seem to yourself proper.

The number of American vessels at present here is large. There are three vessels of war, which is very unusual. On board of one of them, the St. Mary's, I have been invited by the captain to preach, and have done so. The men were very attentive and the officers exceedingly kind and civil. Captain Magruder is in command of her. He holds divine worship himself when at sea. He finds the absence of corporal punishment works well.

I have of late had several cases of interest in the hospitals. Not

many days ago I was sent for to visit a young man said to be very low and near to die. His name was Downes, from Pennsylvania; he had been on this coast about twelve years. He had resided at Iquique, the port from which saltpetre is exported in large quantities. He enquired if there was, in my opinion, any relief for him. He did not mean bodily, I believe, but relief for eternity. I explained to him the tests of repentance, held up the law of God. He saw he had violated it, said he blamed himself for doing so; but when I asked him if he was resolved to break it no more, he replied that it was hard "to make a point of honor" in saying yes. I was pleased with this indication of sincerity and heart-searching. He said he had often in former years been thoughtful in religious things; but that this was a dreadful coast. Before I left him he told me that he did entirely submit to God and own his authority. I asked if I should pray for him; he said he wished I would. I did so, and he joined fervently. The next morning at five o'clock the poor stranger breathed his last.

In the American Hospital there are about twenty-five men. Books papers and tracts, are usually received with thanks by them. Among them there is now a man who seems to be serious; he has requested me to come and see and converse with him again. Another among them is a colored man, a sailor also, who is a member of a church in Boston. One of Father Taylor's men came to see me a day or two since. He seemed to be a genuine child of God.

A good man, a Swede, came to see me on Sunday. He is mate in a vessel sailing from this port. Awhile since he distributed about sixty dollars worth of the Scriptures in various languages; chiefly in the language of the country. This shows what a blessed influence seamen may exert, who have any the love of the Lord Jesus in their hearts.

An excellent English captain was with us a few weeks since. He really delighted in coming to the house of God and in the conversation of Christian people. He mourned that he found here so little congenial society among men of his own pursuits. He was very anxious to procure a volume of short sermons. This is much to be desired; a similar enquiry is often made. A volume of the kind, written in a manner suited to the habits of thought among sea-faring people would not fail of being useful.

Here loud and constant complaints are made about the frequency of desertions on the part of seamen. Vessels have been seriously delayed in consequence of such loss of men. It is in a chief measure owing to the keepers of boarding houses. Men are enticed to drink and then to leave their vessels. This is a dreadful port for seamen; temptations are so strong and many, while restraints are so few. I do not believe there is a spot on the wide earth where a Sailor's Home is more needed or would be more useful. Seamen enquire of me sometimes if there be not a temperance boarding house at which they may find lodgings; but I cannot direct them to any place of the kind. It is probable the merchants of the city would not be backward in aiding an enterprise of the sort, for they respond liberally to almost all worthy calls, to an extent indeed not common in cities at home. One great difficulty would be to find a suitable person to conduct such a house. Would it be possible to find one at home? Can you, in a word, afford me any encouragement? I wish you would write, and send me the Magazine by Panama. I would say to all persons wishing to send their letters to this coast, that the best method is through Adams & Co's express. Letters franked in the United States reach us very punctually by their express.

Yours truly,
D. Trumbull, Seamen's Chaplain.

Havana Chaplaincy.

Havana March, 15th 1851.

DEAR BROTHER,

In continuing my communications, it may not be uninteresting to you to have an occasional glimpse of objects of interest in Cuba. Among the monuments of Spanish architecture the most imposing is

THE CATHEDRAL.

This is built of the lime-rock which abounds on the Island, and bears the impression of time on its moss covered towers and Moorish portico. Three lofty doors admit to the interior, which is divided into three naves, supported by towering columns, sculptured with capitals and bases. Entering by the middle door, the centre nave stretches away before the spectator, exhibiting an expanse of wall decorated with frescoes and perforated with antique windows near the roof. At the extremity of the nave, in a semi-circular niche, stands the high altar which is reached by a flight of marble steps. A sacristy or chapel terminates the outer naves. The ceiling is ornamented with paintings, some in oil and finely executed. St. Christoval, the patron saint of the city, is represented with the infant Savior on his shoulders and the world in his hand. The pictures of John and the Lamb, Maria Conceptionis, treading on the head of a serpent and Mary, with the babe proffering the olive branch, will repay attention.

The Cathedral is opulent in gold and silver crucifixes, altar cloths and robes, embroidered banners and canopies, velvet cushions and costly carpets. I visited the place on an occasion of unusual ceremony and found rows of priests, young and old, with tapers ascending and descending the altar. The Bishop was seated under a canopy and every now and then his dress was removed and replaced, while a young priest stood at his side holding his pocket hankerchief and around him others waving their golden candlesticks. Priests clothed in long white robes knelt before him, proffering their missals. On his head was the mitre which was frequently

taken off and put on, as the ceremonies proceeded. At the side of the altar was a band of musicians and between these and the priests there were frequent responses, while the Bishop blessed the vessels of the Cathedral and waved his cup of incense. Two hours were occupied in chanting, kneeling and blessing, and then the bells poured forth a startling peal while every musician, organist and priest, seemed vying with each other in efforts to add to the sounds which echoed from the vaulted roof. The Te Deum sung, high mass is ended—the Bishop unrobed, the great door thrown open, and the congregation retire.

In this Cathedral are the ashes of Christopher Columbus. These are preserved in a silver urn, which is deposited near the altar. The remains of the Admiral were first placed in a Convent in Seville, from which they were conveyed to St. Domingo. In 1796 they were brought to Havana and deposited in their present resting place, with all the honors which the civil, military, and ecclesiastical population of the city could bestow. There is an air of by gone days and impressive grandeur in the external appearance of the Cathedral, and though one might delineate a more fitting monument to the great discoverer, this massive pile is a type of the iron in his frame and the veneration attached to his memory. Let us turn to the

CALIFORNIA STEAMERS.

These vessels, which generally arrive on Saturday, are regarded as national by the citizens of Havana, and from them the native population form their estimate of us in respect to the observance of the Lord's day. I visited one of these vessels on the Sabbath, to distribute tracts, and every thing wore the aspect of a week day with master and crew. Some were hurrying up and down the staging with loads of fuel, while others were stowing it away below. Outside and inside, men were swinging the paint brush as if the command to keep the Sabbath holy did not extend to such mammoth steamers. But why must

these vessels come here on Saturday, or if on Saturday, why will not the owners give orders that no work be done on the Lord's day? By the present arrangement there is no rest to the crew, and merchants and their clerks must spend the Sabbath in preparing their business correspondence for the states, or lose a pecuniary advantage which they are unready to sacrifice. Let these steamers give us an example of hallowing the Sabbath, or otherwise let it be known at home that the cupidity of the owners and not the depravity of the sailors, causes multitudes to violate the sanctity of sacred time and thus exert a corrupting influence over those who should be incited by our national vessels to respect God's holy day. Many a ship owner is directly chargeable with the moral impression left by his vessel in a foreign port. Some of these owners who are clamorous about the wickedness of sailors, would feel greatly aggrieved, if their vessels in readiness for sea on Sabbath morning, should be detained until Monday by a conscientious captain.

EMPHATIC AND TIMELY, "NO!"

The Master of the Bark—was recently urged to discharge his cargo of coal on the Lord's day, because needed for the steamers. "I do not work on the Sabbath or my men either," was his instant answer. "But we will get you a gang from the shore." "You need not send them," he replied, "for no one shall work on my vessel." Would that every captain had equal regard for God and duty. But the bolts which bind the moral principles of some of them, are easily unloosed at the sight of doubloons.

SAILOR PRAYER MEETINGS.

Some of the pleasantest hours I have enjoyed in Cuba have been at social gatherings of seamen for prayer and praise. On these occasions sailors have spoken of the chief among ten thousand, with so much propriety of expression as greatly to surprise me. In addressing their ship-mates they were equally happy. The minister would mistake very much, who should suppose that unlearned and hortatory discourses are the ones

which promise most usefulness to seamen. I have heard many talks on religious subjects from educated persons which were far inferior both in valuable thought and correct diction, to those at the prayer meetings to which I allude. And then the prayers seemed to come warm and gushing from the heart, carrying one away on the wings of undoubting faith and Christian hope. I am inclined to think that a Thomas among religious sailors is rarely to be met.

HINTS TO OFFICERS.

One of the greatest difficulties in the way of elevating the sailor, grows out of the bearing of his officers. The latter, in most cases, seem to think that their dignity or influence will be compromised by talking, familiarly with their crews, even on subjects of acknowledged importance. This erroneous idea should be assailed, until masters and mates are convinced that kind words and needed counsel will do more to secure obedience and respect than a haughty reserve or rigid discipline. Officers, by neglect of manifesting interest in the personal welfare of their crews, check their aspirations and crush their better feelings, thus aiding other formative influences towards a degraded character. There is no danger that a sailor will think he has a right to cabin privileges because the master talks with him about his plans and urges him to a course that may secure his promotion. Such treatment will elicit gratitude and stimulate to good conduct.

THE HARVEST RIPE.

My own judgment of the importance of occupying this station, as already communicated, is fully concurred in by intelligent and pious persons who have been transient residents in Havana. One of these has been connected with Bethel operations in New England, and declares his conviction that a chaplaincy in this port is more desirable and more promising than one in Boston. I doubt if a larger congregation of sailors can be gathered for worship in any sea-port than our usual Sabbath assemblies. The question is not, are encouragements abound-

ing? but, will the Church furnish the means of placing your operations here on a permanent basis? A full statement of this matter to Christians in the states could not fail to elicit the deepest sympathy and ample funds. With assurances of devoted and brotherly feelings,

Yours in the Gospel,
HENRY M. PARSONS.
Seamen's Chaplain.

• • •
Slander.

Surgery may heal a bodily wound; but what balm can bind up the bite of a slanderous tongue? Robbery may be recompensed by restitution; but how can you ever make amends to the man whom you have traduced? I tell you truly, not all the wealth you have in the world can wipe away the wrong you have done in such a case.—*R. Bolton.*

• • •
Acknowledgement of Receipts by
the American Bethel Society for
the Quarter ending March 31st,
1851.

THOMAS FARNHAM, Treasurer.

Albany,	E. P. Prentice	\$10	Dasherville, R. D. ch.	1 75
	E. Corning,	10	East Bloomfield, Cong. ch.	31 50
	T. W. Olcott,	10	East Whitehall,	20 01
	John Townsend,	10	Ellenville, R. D. ch.	12 00
	A. Marvin,	5	Essex, Bap. ch.	2 75
	E. H. Pease,	9	Fort Ann, " "	5 00
	Cash,	5	Geneva, Prest. ch.	73 25
Addison Baptist Assoc. Vt.		54 00	Glens Falls, " "	15 82
Auburn,	1st Prest. ch.	6 75	Ithaca, R. D. ch.	25 09
Belleville,	C. W. Free ch.	2 75	Prest. ch.	34 36
	Meth. ch.	1 00	Joliet, Ill.	4 81
	Wesleyan,	5 25	Kingsboro, Prest. ch.	30 20
Boston, Mass. C. H. Trask,	10 00	Cash,	5 00	
	Individuals,	18 50	Kingston, C. W. Cong. ch.	35 20
Brockport,	Bap. ch.	15 87	\$3,25, Wesleyan ch, 4,75,	8 00
Buffalo,	1st Prest. ch. (bal.)	23 12	Lake George, Baptist Assoc.	5 00
	North, " "	3 17	Lima, Prest. ch. \$12 00, Meth. ch. 8 45,	21 36
	Swan St. Meth. ch.	40 00	Lockport, Ill. \$4 00, Rev. L. Farnham, 1,	5 00
	Pearl " " "	15 00	Lockport, N. Y. Cash,	3 00
Canandaigua Cong. ch.	54 00	Marbletown, R. D. ch.	12 28	
Miss Bet. Chapin, L. M.		Milwaukee, Miss Byron,	1 00	
James Lyon,	20 00	Mexicoville, Prest. ch. \$5 50, Meth.		
Meth. Epis. ch.	7 08	ch. \$2 87	8 37	
Cazenovia, Rev. G. S. B.	10 00	Morristown, N. J. Prest. ch. (bal.)		
J. Ten Eyck,	10 00	\$3,00 Metch. \$21 75, Bap. ch. \$6 80,	31 55	
Wm. Burr,	5 00	Naponac, R. D. ch.	7 20	
Chicago, Scotch Prest. ch.	8 74	New Vernon, Prest. ch.	12 00	
2d Bap. ch.	6 50	New York, W. B. Crosby,	50 00	
Individuals,	138 25	Ogden, Prest. ch. \$12 36, C. Vorries,		
Clove, R. D. ch. bal. L. M.		\$10,000 T. B. Soc. 6 50, Cong.		
Cohoes, Prest. ch.	3 80	ch. \$11 54, Bap. ch. 10 44	50 84	
Ref. D. ch.	6 00	Oswego, 1st Meth. ch. \$7 56, 2d Prest,		
Dunkirk, Mrs. Stillman one L. D.	50 00	ch. 18 97 Bap. ch. \$5 32, friends, 4 60, 36 45		
		Ottawa, Ill. Cong. ch. \$8 79, Bap,		
		\$2 90, Prest. 85 66	17 35	
		Parma Centre, Prest. ch. (bal.)	3 25	
		Peekskill Pres. ch. \$18 80, Meth. ch. 7 20,	26 00	
		Provia, John L. Griswold \$20 00,		
		Prest. ch. 10 25, Bap. ch. H. G,		
		Western, L. M. \$21 55	51 80	
		Picataqua, Bap. ch.	15 75	
		Plainfield, N. J. 1st Bap. ch. 24 25,		
		2d Bap. ch. 41 00, 1st Prest. ch.		
		10 75, 2d Prest. ch. 26 50, 1st		
		Meth. ch. 8 25,	110 75	
		Port Jervis, R. D. ch. \$7 00, Bap. ch. 2 48,		
		9 48 Poughkeepsie, R. D. ch. \$30 00, Cong.		
		ch. 2 00, Bap. ch. 8 00, Young		
		Ladies of D. McCullan's School, 10 00,		
		68 00 Rahway, N. J. 1st Prest. ch. \$20 00,		
		1st Bap. ch. 26 10,	46 10	
		Racine, Wis. Union meeting,	15 00	
		Riga, Prest. ch. (bal.)	75	
		Rockaway, N. J. 1st Prest. ch. (bal.)	8 50	
		Rosendale, R. D. ch. \$4 75, E. W.		
		Buddington, 3 00	7 75	
		Scottsville, Prest. ch.	12 96	
		Scotchplains, Bap. ch.	14 00	
		South Adams, Mass.	30 00	
		Southport, Wis. Union meeting,	18 50	
		Tarrytown, Meth. Epis. ch.	13 00	
		Troy, North " " "	7 40	
		Trumansburgh, H. Camp,	20 00	
		Vienna, Prest. ch.	12 46	
		Wankegan, Prest. ch. \$6 73, Bap. ch.		
		3 95, Meth. ch. 2 94,	13 62	
		Utica, Westminster ch. \$33 76, E.		
		M. Gilbert 15 00 R. D. ch. 59 00		
		Pres. ch. 43 02,	151 58	
		Westport,	7 00	
		Whitehall, Individuals,	58 42	
		Waterford, Meth. Epis. ch.	3 00	
		Wilson, Prest. ch. \$13 65, Bap. ch.		
		8 15, Meth. ch. 2 03,	23 23	
		Westfield, N. J. Prts. Meth.	24 61	
		West Bloomfield, N. J.	24 00	
		Western Seame's Friend Soc.	5621 35	
			\$7669 83	

Donations in Philadelphia,

THROUGH REV' E. N. MAY.

Thos P Pope, -	-	-	\$10 00
Souter, Jones & Co, -	-	-	10 09
Rev W P Hinds, -	-	-	5 00
M D Lewis, -	-	-	5 00
Joseph Brown, -	-	-	5 00
Mrs Hannah Brown, -	-	-	5 00
Jno Tucker, -	-	-	5 00
Dr Benjamin Kugler: -	-	-	10 00
Mrs C. W Dyott, -	-	-	5 00
Mrs B Gerrard, -	-	-	4 00
Commodore Stockton, -	-	-	5 00
Earp & Randall, -	-	-	5 00
Rev C Van Rensselaer, -	-	-	5 00
John Barcroft, -	-	-	5 00
W C Coats, -	-	-	5 00
Geo R Ayres, -	-	-	5 00
Fredk Gaul, -	-	-	5 00
Rev H G Livingston, -	-	-	5 00
G F Dale, -	-	-	5 00
F A Newhall, -	-	-	5 00
Arthur A Burt, -	-	-	5 00
G G Westcott, -	-	-	5 00
Thos Earp, -	-	-	5 00
Mrs M S Denison, -	-	-	5 00
A McIntire, -	-	-	5 00
John Bingham: -	-	-	5 00
W H Reed, -	-	-	5 00
Benjamin T Fredick, -	-	-	5 00
 In smaller sums, -	-	-	\$154 00
	-	-	65 50
	-	-	\$219 50

Sailor's Home, Mobile.

Ladies of Marion, Ala, to furnish room
No. 5.

Ladies of Tuscaloosa, do, No. 11,

Ladies of Greensboro, Ala, 1 quilt and

Ladies of Farmington, Ct, and barrel

of clothing, -

Account of Moneys.

From April 15th to May 15th, 1751:

Directors for Life by the Payment of
Fifty Dollars.Rev. John D. Wells, by Second Pres.
Church, Williamsburgh, N. Y. - \$50 00Members for Life by the Payment of
Twenty Dollars.Rev J P Lundy, Sing Sing, N. Y., by J
C Whitmore, -

C F Maurice, do, do, -

Rev J McLain, by First Pres. Church,
Williamsburgh, N. Y., -Rev Fred Munson, by Cong. Society,
North Greenwich, Ct, -Miss Harriet Van Rensselaer, by Sew-
ing Society of First Pres. Church,
Hudson, N. Y., -A L Williston, Northampton, Mass., -
Henry McKinstry, by Rel'd Dutch Ch,
Williamsburgh, N. Y., -Dea Wm N Ford, by School of Congl
Society, Plainfield, Mass., -Rev Wm E Locke, by Presb Church,
Springfield, N. J. (balance), -Julius Fowler, by Ladies' S F Society,
Suffield, Ct, -

Capt George Benjamin, Preston, Ct, by

a friend in Norwich, Ct, -	-	20 0
Rev Ariel E P Perkins, by Congl Soc'y, Phillipston, Mass. -	-	20 55
Rev Chas Bentley, by Congl Society, Green farms, Ct, (balance,) -	-	1 00
Mrs John D Wells, by Second Presb Church, Williamsburgh, N. Y., -	-	20 00
Isaac L Kip, New York, by B L Kip, (am't rec'd Dec, 1850.)	-	
Harriet Camp, Sackett's Harbor, N. Y., by E B Day, Catskill, N. Y., (um't acknldg'd below.)	-	

Donations

From Young Ladies Seaman's Friend Society, Northampton, Mass, -	-	\$10 30
Congl Society, Somers, Ct, -	-	28 00
Congl Society, Hillsboro, N. H., -	-	2 10
Presb Church, Peterboro, N. H., -	-	3 96
The late John Johnston, N. Y., -	-	25 00
Congl Society, Stanwick, Ct, -	-	10 75
Congl Society, Columbia Village, N. Y.,	-	10 00
Ladies Ben'v S'y, Chicopee Falls, Mass,	-	10 00
Ref Dutch Church, Greenwich, N. Y., -	-	25 00
First Congl Society, Saybrook, Ct, -	-	16 60
Benev Society, First Parish, Northamp- ton, Mass, -	-	189 00
A. Lott, Belvidere, N. J., -	-	2 00
Church of the Pilgrims, Brooklyn, N. Y.,	-	231 69
Rev L. Labin's Soc'y, Templeton, Mass,	-	20 00
Monthly Concert in Center Church, Hartford, Ct, -	-	5 00
E B Adams, Greensfarms, Ct, -	-	10 00
Congl Soc'y, West Medway, Mass, -	-	23 50
C A Cook, Geneva, N. Y.,	-	15 00
Congl Soc'y, Wallingford, Ct, -	-	17 00
Monroe, Ct, (balance,) -	-	25
Miniature Bethel Church, No. 42 Av D,	-	3 30
Capt C K Stribbling, U S N, Annapo- lis, Md, -	-	20 00
Presb Church, Freehold, N. J., -	-	7 60
A Friend, N. Y., -	-	37
A Friend of the Cause in Bethlehem, Ct	-	10 00
A Friend in Patterson, N. J., -	-	2 00
Children's Missionary Box in Rev Mr McLaren's family, N. Y., -	-	2 50
J C, and a Lady, -	-	6 00
Reid Dutch Church, Catskill, N. Y., -	-	4 57
Presb Church, Catskill, N. Y., -	-	56 89
A Reader of the Magazine, -	-	10 00

\$980 42

Legacies.

Seth Williston, late of Duream, N. Y.,	-	\$10 00
Lucy Osborne, late of Hartford, Ct, -	-	100 00
	-	\$110 00

Sailor's Home, N. Y.

Ladies' S. F. Society, Milford, N. H., 15 shirts,
6 sheets, 10 pillow cases, 2 comfortables, 9 pair
socks.Ladies' Bethel Society, Sag Harbor, L. I., by
Miss Kitty Parker.Ladies' Benev. Society, Chicopee Falls, Mass,
quantity of bedding, &c.Young Ladies' S. F. Society, South Wood-
stock, Ct, 3 pair socks, 1 pair pillow cases, 3
pair sheets, 1 quilt.

Colored Sailors' Home, N. Y.

Mrs. Joshua Lane, Candia, N. H., \$2.

Ladies' Bethel Society, Hopkinton, Mass., 12
flannel shir-s, 4 pair flannel draws, 16 striped
shirts, 4 pillow cases, 1 pair cotton hose, and
cash, \$2.